

OUR JOBBING DEPARTMENT.
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail

Established February, 1845.

THE HONGKONG CHINESE MAIL
報日字華郵
Hongkong Wa Yip Po.)
ISSUED DAILY.
CRUDE OIL MAN,
Manager and Publisher.
SUBSCRIBER:
For Daily or weekly, despatched by Post
Post Office, Hongkong, 1895.
including postage.

No. 1948

四月正年五十九百八千一英

HONGKONG, FRIDAY, JANUARY 4, 1895.

日九初月二十年午甲

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.—GEOFFREY STREET & CO., 30, Cornhill.—GORDON & GOTCH, Ludgate Circus, E.C.—BATES & HENRY & CO., 37, Walbrook, E.C.—SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.—W. M. WILLIS, 153, Cannon Street, E.C.—ROBERT WATSON, 160, Fleet Street.
PARIS AND EUROPE:—MAYER, PAERL & CO., 18, Rue de la Grange Bateliere.
NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.
SAN FRANCISCO and American Posts generally:—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, 11, Bourke and Sykes.
CEYLON:—W. M. SMITH & CO., 16, Arotheemore Co., Colombo.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.
CHINA:—MAZIO, A. A. DA CRUZ, Amoy, N. MACLELLAN & CO., LIMITED, Foochow, HEINS & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Kuching, LANE, CRAWFORD & CO., and KELLY & CO.

Intimations.

APARTMENTS WANTED.

A MARRIED COUPLE require suitable APARTMENTS—Furnished or UNFURNISHED—with or Without Board. Full Particulars to KILLARNEY, c/o China Mail, Hongkong, January 3, 1895.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the Third Ordinary General MEETING of the above Company will be held at the Office of the Company, Connaught House, on MONDAY, the 14th January, 1895, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Account to 30th September, 1894, and for the election of Directors and Auditors.

A. O'D. GOURDIN,
Secretary.

Hongkong, December 31, 1894. 2146

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer, at their option, balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 16, 1893. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL £1,000,000.
SUBSCRIBED CAPITAL £500,000.

HEAD OFFICE: HONGKONG.

Court of Directors.
D. GILLIES, Esq., H. STOLTERFOFT, Esq.,
CHAN-KAI SHAN, CHOW TUNG SHANG,
Esq., KWAI HOI CHUEN, Esq.

GEO. W. V. PLAYFAIR,
Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894. 1712

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000.
CAPITAL CALLED UP £251,033.15.0.

Bankers: CAPITAL & COURTESY BANK, LIMITED.

Head Office: 3, PRINCE'S STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies: PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHANTREY INCUBALD,
Manager.

Hongkong, November 6, 1893. 247

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000.
RESERVE LIABILITY OF SHAREHOLDERS £800,000.
RESERVE FUND £275,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 5%.

" " " 3%.

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.

RESERVE FUND \$4,500,000.

RESERVE LIABILITY OF DIRECTORS \$10,000,000.

Court of Directors:

C. J. HOLLYDAY, Esq., Chairman.

J. S. MOSA, Esq., Deputy Chairman.

H. M. Grey, Esq., Secy.

H. H. Joseph, Esq.

Hon. J. Kosciusko, Esq.

Julius Krauer, Esq.

Hon. A. McCannachie, Esq.

Chief Manager: T. JACKSON, Esq.

Manager: H. M. BEVIS, Esq.

LONDON BANKERS: LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 3 per cent. per annum.

" 6 " 4 ".

" 12 " 5 ".

T. JACKSON,
Chief Manager.

Hongkong, December 21, 1894. 930

Business Notices.

H.-KONG TRADING CO.

(JUST RECEIVED).

LADIES' AND CHILDREN'S KNITTED WOOL GOODS, WARM GLOVES,

&c., &c., &c.

Nos. 1 to 5, D'AGUILAR STREET.

Hongkong, January 4, 1895.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on the DATES named:

FOR STEAMSHIP DATE REMARKS.

KOBE & YAMAHA Assm. Daylight, 9th Jan. Freight or Passage.

SHANGHAI AND KOBE About 12th January...Freight or Passage.

SHANGHAI Rosetta About 14th January...Freight or Passage.

LONDON, &c. Pekin Noon, 17th January...See Special Advertisement.

JAPAN AND ANCONA About 18th January...Freight or Passage.

MARSEILLE FORMOSA About 22nd January...Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, January 4, 1895.

H. H. JOSEPH, Superintendent.

Hongkong, December 31, 1894. 2146

H. RUTTONJEE, 13, D'Aguilar Street.

Hongkong, January 4, 1895.

W. POWELL & Co.

TOYS! TOYS! TOYS!!

AND XMAS PRESENTS.

ALL NEW GOODS.

W. POWELL & Co.

Hongkong, December 17, 1894.

HONGKONG HOTEL.

Telegraphic Address, "Kremlin" A.B.C. Code.

BOARD and LODGING, from \$60 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL LAUNCH conveys passengers and baggage to and from all Mail Steamers.

E. J. RICHARDSON, Manager.

Hongkong, June 18, 1893. 228

NOTICES to Consignees.

NOTICE TO CONSIGNNEES.

FROM CALCOOTTA, PENANG AND SINGAPORE.

W. POWELL & Co.

Hongkong, January 1, 1895.

HOTEL CHAMBERS.

BOARD and LODGING, from \$60 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to E. J. RICHARDSON, Manager.

Hongkong, December 24, 1894. 1518

Apollinaris

"THE QUEEN OF TABLE WATERS."

"First in Purity."

BRITISH MEDICAL JOURNAL

"Has a charm which makers

of artificial aerated waters do not

even dream of."

MORNING ADVERTISER.

SOLE AGENTS:

CARLOWITZ & CO.

HONG KONG, SHANGHAI, CANTON, TIENSIN, AND HANKOW.

1400 FEET ABOVE THE SEA LEVEL.

TELEGRAPHIC ADDRESS: "EXCELSIOR" HONGKONG.

THIS Magnificent HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced European STeward.

LAWN TENNIS: Three Courts in splendid condition are set for the use of VICTORS.

TRAMWAY TICKETS are supplied to Residents and Visitors: the HORSES of reduced rates.

For further Particulars, apply to the Office 38 and 40, Queen's Road Central, or to

ARNHOLD, KARBERG & CO., Agents.

HONG KONG, SEPTEMBER 24, 1894.

THE MANAGER, MOUNT AUSTIN HOTEL.

HONG KONG, DECEMBER 20, 1894.

1895.

HONG KONG, DECEMBER 21, 1894.

1895.

HONG KONG, DECEMBER 22, 1894.

1895.

HONG KONG, DECEMBER 23, 1894.

1895.

HONG KONG, DECEMBER 24, 1894.

1895.

HONG KONG, DECEMBER 25, 1894.

1895.

HONG KONG, DECEMBER 26, 1894.

1895.

To Let.

TO LET.

No. 2, PEDDER'S STREET, next to the GENERAL POST OFFICE.
Apply to G. C. ANDERSON.
Hongkong, December 7, 1894. 1888

TO LET.

GODOWNS IN WANCHAI, at the back of MCGREGOR'S BARRACKS.
OFFICES TO LET.
1ST FLOOR adjoining the Undersigned Offices in ICE HOUSE STREET, suitable for BROKERS and MERCHANTS.
Apply to DAVID SASSOUN, SON & CO., Hongkong, December 7, 1894. 320

TO LET.

D WELLING HOUSES—
'BANGOUR' MOUNT KELLET,
(Furnished).
'DUNHEVED,' ROBINSON ROAD,
(Furnished).
HIGHCLERE, AT MAGAZINE GAP,
No. 2, CASTLE TERRACE,
FLOORS IN BLUE BUILDINGS,
STREET and ST. LUCIEN STREET.
FLOORS in No. 5, SHVILLE
STREET.
GODOWNS—
BLUE BUILDINGS.
No. 74, PRATA CENTRAL.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, December 13, 1894. 18

TO LET.

H O U S E, No. 22, CAINE ROAD.
Apply to M. MOURENTTE,
No. 5, Arbuthnot Road.
Hongkong, December 20, 1894. 2072

INTIMATIONS.

SUPERIOR BOARD & RESIDENCE,
with every convenience.
MRS. STAINFIELD,
1, Queen's Road East.
Hongkong, June 30, 1894. 1102

PRIVATE BOARD and RESIDENCE
for LADIES and GENTLEMEN. Special
attention to Ladies' comfort. Accommodation
for Table Boarders. Central situation.
MRS. MATHER,
2 and 3 Pedder's Hill.
Hongkong, July 24, 1893. 1287

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITISU BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894. 1

To-day's ADVERTISEMENTS.

D'ARC'S BIJOU THEATRE
(NEW RECLAMATION).

COSY—COMFORTABLE.

LIGHTED ENTIRELY BY
ELECTRICITY.

ENTHUSIASTIC SUCCESS

OF
D'ARC'S FANTOCHES
FRANCAISES,
(MARIONETTES),
EVERY EVENING, at 9 p.m.

TO-MORROW (SATURDAY), at 4 p.m.

GRAND MATINEE.

CHILDREN HALF PRICE to ALL PARTS,
at THE MATINEE.

PRICES AS USUAL.

Non-Commissioned Officers and Men of
H.M. Army and Navy half-price to Pit
and Gallay.

Play at KELLY & WALSH'S.

Mrs. T. N. & M. D'ARC, Sole Proprietors.
W. D'ARC, Stage Manager.
E. O. CLIFFEROW, General Manager.

Hongkong, January 4, 1894. 26

TO LET.

L ARGE COAL GODOWN, 23, PRATA
EAST.
SMALL GODOWN, 72, PRATA EAST.
'IDLEWILD,' SEYMOUR ROAD.

Apply to LINSTEAD & DAVIS.
Hongkong, January 4, 1895. 31

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT
(Taking through cargo for SULU, MENADO
and GORONTALO).

The Co.'s Steamship
Memnon, Captain BRANCH, will be
despatched as above on
WEDNESDAY, 8th Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, January 4, 1895. 27

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL
The Co.'s Steamship
Palmaris, Captain JACKSON, will be
despatched as above on
WEDNESDAY, 8th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, January 4, 1895. 28

To-day's ADVERTISEMENTS.

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 8TH JANUARY, 1895,
AT 2.45 P.M.

COMPETITION—Long Range CUP and
SPOONS. Ranges 700 and 800
yards. Shots—Tev. Entrance Fee, 30
cents.

G. K. MU RIE,
Hon. Secretary,
Hongkong, January 4, 1895. 28

TO LET.

GODOWNS IN WANCHAI, at the back of
McGREGOR'S BARRACKS.

OFFICES TO LET.
1ST FLOOR adjoining the Undersigned
Offices in ICE HOUSE STREET, suitable for
BROKERS and MERCHANTS.

Apply to DAVID SASSOUN, SON & CO.,

Hongkong, December 7, 1894. 320

TO LET.

D WELLING HOUSES—
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(Furnished).
HIGHCLERE, AT MAGAZINE GAP,
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FLOORS IN BLUE BUILDINGS,
STREET and ST. LUCIEN STREET.
FLOORS in No. 5, SHVILLE
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GODOWNS—
BLUE BUILDINGS.
No. 74, PRATA CENTRAL.

Apply to THE HONGKONG LAND INVESTMENT
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Hongkong, December 13, 1894. 18

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Apply to M. MOURENTTE,
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Hongkong, December 20, 1894. 2072

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GODOWNS—
BLUE BUILDINGS.
No. 74, PRATA CENTRAL.

Apply to DAVID SASSOUN, SON & CO.,

REUTER'S TELEGRAMS.
SUPPLIED TO THE CHINA MAIL.

(Via Southern Line.)

LONDON, January 3, 1895.
JAPANESE DECEPTION FOR THE KAISER.

The Mikado has conferred the order of the Chrysanthemum on the Emperor William of Germany in recognition of the services rendered by German officers in teaching the Japanese military science.

PACIFIC MESSAGE BY THE CZAR.

In a rescript appointing Count Schauderloff Governor of Warsaw, the Czar reaffirms that his love of peace is equal to that of his father's.

THE CHINA-JAPAN WAR.

— JAPANESE PROMISES.
DISCRETION AMONGST THE FOREIGN CORRESPONDENTS.

(From Our Special War Correspondent).

Hiroshima, Dec 17, 1894.

It is difficult to avoid feeling disappointed with the Japanese. Not that their courtesy and cordial hospitality deserve; on the contrary, they take a great deal of trouble to make life pleasant for the foreign war correspondents, and do far more than could be expected in the way of creature comforts. But they seem hopelessly unable to realize that what we came here for is information, not champagne; that we have an immense amount of important and responsible work to do, and that we care little or nothing what there may be to eat and drink. It appears quite useless to talk to them; I have asked until I am tired, without result. The parable is reversed; instead of asking for bread and receiving tunces, we ask for hard facts, mental plumbum, and receive only the other sort.

At Port Arthur, after the battle, I was assured by Count Oyama, the Field Marshal in command of the Second Army, that no move of any importance was contemplated in that part of the world, and that it would be as well for the correspondents to get back to Japan; yet now it appears, according to the War Office authorities here, that the next movement is to be the despatch of the Sendai contingent to join Oyama's command. He certainly could have told us this without doing any harm to the plan of campaign—all the correspondents are pledged to maintain secrecy as to future movements, and their letters have to pass the Censor while with the Army.

At Hiroshima I was strongly advised by responsible officials not to go even as far as Kobe—twelve hours by rail—much less to Tokio, for fear of missing the movement of the Sendai troops; yet here I have been two weeks and the shipment has not begun, and I have only just now been told that when it does begin it will take fully four days before actually sailing, so that I might as well have gone up to the capital and could have had ample warning. Further, I was confidently assured that I would get earlier and better news here than elsewhere, yet I have had practically none at all, whereas the native newspapers of Tokio have been getting plenty—not particularly important, perhaps, but better than nothing. The official investigation of the Port Arthur brutalities provided an instance; the authorities profusely protested a sincere desire to afford the earliest information to the Times, as the leading paper in the world, yet it is only to-day that I have been able to elicit the fact that an enquiry has been in progress for some time, whereas the *Kobe Chronicle* of the 10th obtained from a native paper the news that Count Saigo (War Minister) and Capt. Tezuka were to go, presumably a few days earlier, on a mission of this nature. I asked about this and was told there was no truth in it, yet now I am assured that the enquiry has gone so far that some reports have already been received from Port Arthur. Again, Viscount Mutsu, Foreign Minister, in an interview two weeks ago, assured me that Marshal Oyama's official report of the battle must of course mention the misconduct of the troops if any occurred; he promised me another interview when that report should arrive, and said he would be glad to give me an official statement thereon; yet when the report did come, I was never told, though I asked repeatedly; it dealt only with military operations, and said nothing about the murder of pinioned Chinese prisoners, the mutilation of their bodies, or the looting of the town by Japanese soldiers; and Viscount Mutsu has gone to Tokio without a word in remembrance of his promise, though I wrote reminding him. These are matters for which a correspondent is obliged to depend on the Japanese officials. In the field it is different; the correspondent can use his own eyes; though it would be of great value if the officers would say enough to enable him to select a good point of observation; they never do. Of course, to some extent they are bound to maintain secrecy; but they do it where there is no need. If they had said "use your own judgment for we cannot tell you," we would know what to do; but they offer to tell. However, how we understand the position better, so perhaps it will be all right in the end. Meantime, the movement of the Sendai division is becoming more and more imminent, so we may as well wait for it. One consolation is that all the correspondents are in the same boat, stranded in Japan waiting for the next good fit Japanese

troops to Okina; and there is not much longer to wait.

A subsequent letter dated Tokio, December 25, indicated that no further progress had been made, but that the despatch of the Third Army Corps was still imminent. No attempt is made to account for the delay in the despatch of this reinforcement of troops. The foreigners in Japan have no idea, apparently.

THE PORT ARTHUR AFFAIR.

Yokohama, Dec. 20.

Doubtless the attitude of all fair-minded persons with regard to the Port Arthur affair has been one of suspended judgment. We have not as yet had any authoritative statement of what really occurred at the capture of the fortress. Newspapers have given their own versions of what war correspondents are supposed to have said, and it has been hinted that the correspondent of the New York *World* is about to publish revelations calculated to startle humanity. Altogether the impression conveyed is that the behaviour of the Japanese soldiers was most cruel and bloodthirsty; that they slew combatants and non-combatants without discrimination, and that they continued this fierce slaughter throughout three days following the capture. Among the four newspaper correspondents present at Port Arthur, there were wholly novel to the work they were required to record. They had never seen anything of war, and even its ordinary incidents must have shocked them. Of course we do not desire to suggest that their evidence is without value, but the public will certainly be entitled to pay far more attention to testimony of the military attachés who accompanied the best opportunities of observing the operations, and were moreover competent to estimate them by expert standards. One of these attachés has now returned to Tokyo, and we learn from him that the statement of torture published by the local foreign press must be received with the greatest reservation, and very largely discounted before the residuum of truth is reached.

THE HISTORY OF A REUTER TELEGRAM.

HOW IT IS DONE.

When an unexpected lull occurs in the dull monotony of work in "this outpost of British civilisation," it is not unprofitable to devote a part of one's leisure to reading the foreign telegrams in the Home papers. It was while indulging in this pleasant occupation that we happened upon the old yarn about the *Forfait* and the *Taiyuan* in the columns of the *North British Daily Mail*, a Radical daily, published as many of our readers may know, in the city of Glasgow. As the *China Mail* was the first journal to give publicity to the extraordinary conduct of the French cruiser, we were naturally much interested in the paragraph in its new guise. A few facts regarding the affair may not be devoid of interest. On the 22nd October of last year we reported in detail the sensational challenge of the *Taiyuan* by the *Forfait* near Hongkong. The incident was noticed in our morning contemporary on the following day, and later on in other newspapers in the Far East. It has been reproduced by the Australian exchanges of the *China Mail*, and has gone the usual rounds of English and American and French journals in the four quarters of the globe. It was therefore with no small degree of surprise that we met this paragraph once again in the form of a Reuter telegram in the columns of this usually up-to-date Scottish newspaper. The date of the issue was November 23, and it bore the following heading:

FRENCH ATTACK ON A BRITISH STEAMER.

Reuter's Telegram.

Hongkong, November 24.

The following particulars have transpired concerning the firing upon the British steamer *Taiyuan* by the French cruiser *Forfait* on October 21.

Then follow the particulars published in the *China Mail* of October 23, varied only in phraseology in the manner usual with plagiaristic journalists. The news agency known as Reuter is perfectly justified in sending out copy of this sort if it can find purchasers, but there is no use in the Far East a certain amount of chicanery about the methods adopted that fails to win our admiration. We prefer to put it that way. Any journalist must know how this telegram has been "faked." The mail from China had arrived in London or at some other port—where Reuter has an agency, and upon receipt of the Hongkong newspapers the paragraph had been re-written and sent out as a telegram with the to, say the least of it, misleading date of Nov. 24. The same thing as we have pointed out on another occasion occurred with plague news from Hongkong, and only a few weeks ago we saw some of our Far Eastern contemporaries innocently reproducing a Reuter telegram about the trials of a submarine boat in Australia in almost the identical phraseology of the paragraph we had taken from a Sydney contemporary months before. In this particular instance we noticed the *Bangkok Times* made an attack upon the *Siam Observer*, alleging that the editor of that paper had "faked" a bogus telegram. The accusation as it turned out—we did not notice any reply by the *Observer*—was perfectly unfounded, as the telegram had evidently been sent out by Reuter and appeared in the *Rangoon Gazette* before it appeared in the *Siam Observer*. The moral is that there are tricks in this trade of telegrams. Beyond the fact that we wrote the first to enable him to select a good point of observation; they never do. Of course, to some extent they are bound to maintain secrecy; but they do it where there is no need. If they had said "use your own judgment for we cannot tell you," we would know what to do; but they offer to tell. However, how we understand the position better, so perhaps it will be all right in the end. Meantime, the movement of the Sendai division is becoming more and more imminent, so we may as well wait for it. One consolation is that all the correspondents are in the same boat, stranded in Japan waiting for the next good fit Japanese

troops to Okina; and there is not much longer to wait.

Who were the perpetrators of these deeds? They were all done by soldiers in uniform, not the work of coolies, as far as I could see. I saw that some of the bodies of the Chinese were in plain clothes, but under the jackets were cartridge belts, some half full, & all had weapons. Some of the men in plain clothes wore Chinese soldiers' boots; so altogether I don't think the Japanese are to blame regarding all the inhabitants of Port Arthur as hostile. It was very plain that the Chinese soldiers had disguised themselves; the hillsides around Port Arthur were strewn with their uniforms.

Then in your opinion, Mr. Cowen, the Japanese soldier conduct was not so blame-worthy, taking all into consideration?

Not the day of the taking of the port, but what I do blame them for is that after all resistance was over they went on killing Chinese instead of taking them prisoners.

The actual number of Chinese killed in the battle was probably a good deal below 1,000; the Japanese official return, I believe, places it at 4,000; all the balance in my opinion could have been taken alive. But then, as I have explained before, the atrocities committed by the Chinese would have excited much tight upon the officers.

Yes, of course, what I have to say belongs to my own case; but with that reservation, I should only say that the Japanese soldiers after the fall of Port Arthur, and naturally much more, comment has been avoided; you, as an eye-witness of the operations which culminated in the fall of the famous fortress, could throw much light upon the affair.

What I have to say is that the killing of unarmed Chinese continued during the second day?

Yes, it went on much the same, diminishing only as the supply of Chinese ran short. In fact, it went on as long as I stayed there. I got on board the steamer on the afternoon of the 26th and there was still shooting going on—we could hear it.

A statement has been made that there were no women killed in Port Arthur?—I have several women killed and a few children. I saw also a rather large number of women—some scores—whom the Japanese left unharmed. They evidently tried in a general way not to injure any women or children.

These, then, Mr. Cowen, are the startling facts which were first to appear in an American journal?—I don't think they should startle humanity more than war news ordinarily does. Such things have been done before. I don't think they are worse than the actions of some English and French armies.

The ordinary events of any war can furnish any amount of sensational writing if war correspondents care to go for "piling up the agony." Some people delight in "strong" writing. There is one thing I should like to have stated unequivocally, and that is saw no house-to-house fighting at all. I had a splendid position to see everything that happened, and I can emphatically state that there was no resistance on the part of the Chinese, after the town was taken.

And do the Japanese really try to suppress information?—No, to my knowledge they have suppressed nothing, even when adverse to themselves. It is important to have that clearly understood. But at the same time, I must say they are most aggravating in the matter of giving information. They treat us with great rudeness and courtesy, supplying us with food and water, houses and clothes, the best we can give; but information they will not give. Their reticence is carried to quite ridiculous extremes. I wish to goodness they would give us less champagne and more news. If the officials had fulfilled their promise to supply information and to facilitate pressmen, I could have gone from the head-quarters of Count Oyama's Army to Lieut.-General Noda's Camp in Manchuria and back here instead of wasting a whole month in Hiroshima.

With apologies for detaining Mr. Cowen so long, our representative retired, after mutual exchange of courtesies.—Japan Mail.

With the arrival of the Japanese forces in the Far East, it has been agreed that the Japanese will be allowed to remain in Port Arthur for a period of four months, and that the British will be allowed to remain for a period of three months. This arrangement was made in the interests of both countries, and it is hoped that it will be of mutual benefit.

It is evident that the Japanese forces will be allowed to remain in Port Arthur for a period of four months, and that the British will be allowed to remain for a period of three months. This arrangement was made in the interests of both countries, and it is hoped that it will be of mutual benefit.

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Mails

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceania (via Naga-
koto, Kobe, Inland Sea,
Sea & Yokohama) WEDNESDAY, Jan. 9,

1895, at daylight.

Greece (via Nagasaki)
Kobe, Inland Sea SATURDAY, Jan. 26,

Yokohama and Honolulu) WEDNESDAY, Feb. 27,

at daylight.

Belgium (via Nagasaki)
Kobe, Inland Sea WEDNESDAY, Feb. 27,

at daylight.

The Steamer OCEANIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 9th January, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particular of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked in address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Instructions to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, December 19, 1894. — 265

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki) WEDNESDAY, Jan. 16,

Kobe, Inland Sea and Yokohama) at daylight.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Feb. 6,

at daylight.

China (via Nagasaki) WEDNESDAY, Feb. 20,

Kobe, Inland Sea and Yokohama) at daylight.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, on WEDNESDAY, 16th January, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC-UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked in full; value of name is required.

Consular Instructions to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, December 19, 1894. — 265

NÖRDEUTSCHER LLOYD.

NOTICE.

STRAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

No. 2.—Cargo can be taken on through Bills of Lading for the principal places in U.S.A.

ON MONDAY, the 7th day of January, 1895, at 3 p.m., the Company's Steamer GERLA, Captain B. BLAINE, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 6th Jan., 1895, Cargo and Specie will be received on board unto NOON, on MONDAY, the 7th January, and Parcels will be received (at the Agency's Office) until NOON, on SUNDAY, the 6th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to:

MELCHERS & CO., Agents.

Hongkong, December 17, 1894. — 2048

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAISE.

STEAM FOR SAINTE, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 9th January, 1895, at Noon, the Company's Steamer SA LAZIE, Commander PAUL, with MAILED PASSENGERS, SPECIE, CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for taxation as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th January, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to:

Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 27, 1894. — 2115

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ALEXANDRIA, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship PEKIN, Captain G. L. LANGDON, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 17th January, 1895, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SHANNON, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 9th FEBRUARY, 1895).

Silks and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to:

H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, January 3, 1895. — 21

FOR SALE.

COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LIBEL CASE.

REGINA V. PITMAN, containing the whole of the Proceedings at the Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK AND OTHERS.

Price per Copy, 50 Cents.

China Mail Office.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria Tuesday January 22.
Tacoma Tuesday February 26.
Srich. Tuesday March 19.
Victoria Tuesday April 9.

The pure Essence of Santal obtained by Midy's process from the best Myro wood.

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myro wood.

SANTAL-MIDY entirely different from the oil of the Indian Scent, is a mixture of Copal, Galab, or Injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all disorders of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name of MIDY in black letters, without any name where none is given.

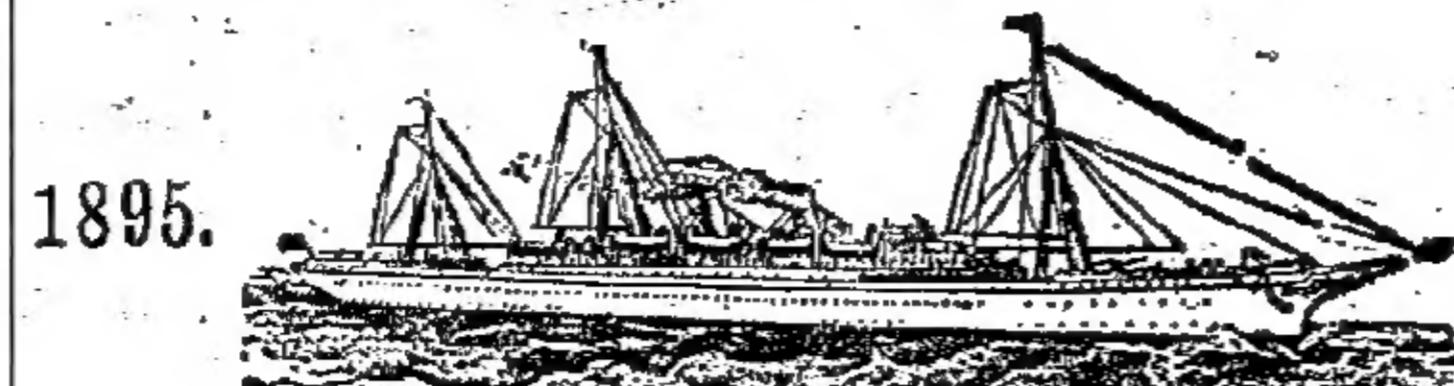
SANTAL-MIDY Beware of Imitations. All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all druggist and medicine dealers throughout the world.

Paris : 8, Rue Vivienne, S.

For Sale by A. WATSON & CO., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 10 knots.PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF CHINA ... (cmdr. R. ARCHIBALD, R.N.R.) ... WEDNESDAY, 23rd Jan. 95.
EMPEROR OF INDIA ... (cmdr. O. P. MAHESHL, R.N.R.) ... THURSDAY, 24th Feb. 95.
EMPEROR OF JAPAN ... (cmdr. G. A. LEE, R.N.R.) ... WEDNESDAY, 20th Mar. 95.

SPECIAL RATE (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PEDDER STREET. 2104

Hongkong, December 26, 1894.

SAFETY QUOTATIONS.—JANUARY 4, 1895.

DOSES. Shares. Value. Tax. Closing Quotations, Cash.

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BANK OF CHINA AND SHANGHAI LTD. 90,275 2 10 1 L. 10 nom.

LET. 1 1,250 2 10 2 10 18% buyers

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MARINE INSURANCE. CHINA INSURANCE OFFICE, LTD. 10,000 3 250 5 \$148 ex div., buyers

CHINA TRADE INSURANCE LTD. 24,000 3 83,333 25 \$60, sales and sellers

NORTH CHINA INSURANCE LTD. 5,000 2 200 2 50/Tls. 200

STRATA INSURANCE CO., LTD. 30,000 3 10 20 20 224, sales

UNION INSURANCE SOCIETY LTD. 10,000 3 250 9 28/126, sales

YANGTZE INSURANCE ASSOCIATION LTD. 8,000 3 60 60 1,773, sales

FIRE INSURANCES. CHINA FIRE INSURANCE CO., LTD. 20,000 3 10 2 2 275, buyers

CHINA FIRE INSURANCE CO., LTD. 8,000 3 25 3 50/175, buyers

CHINA & WHAMPING DOCK CO., LTD. 12,500 3 125 all 82% prem.

CHINA & WHAMPING DOCK CO., LTD. 50,000 3 10 2 10 17, buyers

CHINA & WHAMPING DOCK CO., LTD. 50,000 3 10 2 10 17, buyers

CHINA & WHAMPING DOCK CO., LTD. 50,000 3 10 2 10 17, buyers

CHINA & WHAMPING DOCK CO., LTD. 50,000 3 10 2 10